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who dwell under Her rule. Again we seek to testify our loyalty and devotion to our Throne and to our Sovereign and gladly we rejoice in the opportunity of renewing our welcome and specially of extending it to Her Royal Highness Princess Patricia, the first of our Princesses to visit our shores.

The years that have elapsed since last you visited us have brought both prosperity and adversity to the Colony in their train. Plagues and its ravages, war and its uncertainties, tempest and its havoc, have each in turn visited it and, passing by, have left deep footprints of their steps behind. Yet the Colony, though cast down, has not let itself be discouraged. Though faltering it has proceeded on its way. In spite of reverse it has progressed, has developed and marched forward, and to-day it stands looking back afar off to where it stood seventeen years ago.

In 1890 Your Royal Highness laid a stone, now imbedded in the wall of the Cricket Ground, which was to form the foundation of a Scheme for reclaiming large areas of dry land from the sea. To-day that reclamation is completed. To-day, on stepping on shore, the wharf under your feet, the stately buildings rising on all sides, intersected by broad roads and thronged by multitudinous traffic, proclaim the achievement of the task the Colony then set itself to perform. This reclamation, begun under your auspices, will remain indissolubly connected with your name, and only a year ago, when now on it we stand to welcome you, we came to welcome your only son. To you who aided its inception, who laid the first stone, we now show, with pride, the finished work and ask "Is it well done?"

The population of the Colony, on whose behalf and in whose name we greet Your Royal Highness, has now well to nearly double its former numbers; its area has been largely extended; from being the third shipping port in the world it has become the first; and, not the least step in all its progress, the last few months have seen the making within its boundaries of the first embankments of that Railway which is to connect us with Canton, and in time, we trust, with Europe.

Interwoven as the history of our Empire is with the history of the battles that have won it of the Navy and Army which have preserved it, of the men who have fought for it, it is a source of pride and gratification to all of us who, the subjects of our beloved Ruler, look to him for succor and protection, that the soldier he sends to see that the land defences which guard us are secure, is not a soldier only but also the brother of our King.

From all people who dwell here in security beneath His Reign, from all his subjects, from all those subjects of other nations who dwell amongst us, and particularly from the large numbers of Chinese who carry on their business unalloyed and professed in our midst, we tender to Your Royal Highness, to Your Royal Consort and to Princess Patricia a most sincere and a most hearty welcome with every wish for a long and happy reign.

We sincerely regret that the duration of your visit does not permit our celebrating it in as fitting a manner as we would desire; but we realize that you have duties both here and elsewhere in the Empire which you must perform and we hope that you will accept the slight entertainment we are able to offer you as an earnest of what we should like to carry out did time and our engagements permit.

We wish you a fair voyage and a safe return home, and we beg you, on reaching England, to convey to our beloved King a message assuring him of the loyalty and devotion we bear towards him and of our appreciation of his recent kindly telegram, full of kindly sympathy, which deeply touched us and made us feel that we, though living on the utmost border of the Empire, are ever in the mind of our Gracious Sovereign.

6th February, 1907.

Sir PAUL handed the bound address to His ROYAL HIGHNESS, who in a firm, audible voice replied as follows:—Gentlemen,—Her Royal Highness, The Duchess of Connaught, and myself, are delighted to renew our acquaintance with Hongkong, and cordially thank you and its community, for the loyal and hearty welcome you have given to us. My daughter, Princess Patricia who is, as you say, the first Princess of my family to visit your shores, desires me to thank you for the very kind allusions to her in your address. I can assure you, Gentlemen, that from His Majesty, The King-Emperor, all allusions in Great Britain have heard, with the deepest concern, of your struggles with adversity, of the ravages of the plague, and of the havoc and deplorable loss of life caused by the recent typhoon. It is a source of great pride to us, Britons, to know that with a less vigorous and energetic community than yours, these terrible afflictions might well have caused your ruin. I pray, now, that these are matters of the past, that there is an era of unbroken commercial prosperity before you, also that the developments and progress, so well begun, will continue and prosper.

The unbounded commercial prospects of the Far East, the probable development of your great neighbour, that wonderful and friendly man in China, has aroused the keen interest and competition of all Western nations and of America. It is therefore a peculiar pleasure to us to think how well placed Hongkong is to fight the battles for commercial supremacy; the value and importance of this great port is fully appreciated by those at Home who watch ever and guide the destinies of our Empire.

I am indeed proud to have been, 17 years ago, associated with the initial stages of the great work of reclamation, which you have so successfully carried out.

I am also very glad to hear that a railway is shortly to connect you with Canton and, I hope, steadily with Europe.

His Majesty the King-Emperor, who takes the greatest interest in his Far Eastern dominions, will be delighted when he hears from me of the heroic efforts you have made to overcome your difficulties and of the continued increase and prosperity of this Colony.

I will convey to him the loyal expressions contained in your address.

As for ourselves, we thank you most heartily, and we greatly appreciate the kind sentiments in this address which I have very much pleasure in accepting.

The conclusion of the address was received with cheers, after which the party entered the chairs which were in waiting and proceeded along the Prays, past the Naval Yard, and up Garden Road to Government House. The route was held by the R.G.A., H.K.S.B.R.G.A., Royal Engineers, 3rd Middlesex Regiment, the Baluchis, and the Chinese sappers of the R.E., while the Hongkong Volunteers had the place of honour at Government House. The escort was furnished by the Volunteer Troop under Lieut. Ross and by a posse of Indian police in charge of Sergt. Garrod. A dense crowd lined the route and the greatest order prevailed. When the Royal visitors reached Government House the band played the National Anthem and the Union Jack was replaced by the Royal Standard.

The party comprised Field Marshal H.R.H. the Duke of Connaught, H.R.H. the Duchess of Connaught, Princess Patricia, with Major General Sir John Maxwell, staff officer and Captain the Hon. M. Posenby, Grenadier Guard, aide-de-camp, Miss Pelly and Captain Coleman.

THE UNVEILING CEREMONY.

Not the least pleasing of the many functions which this Royal Highness had to perform, was that of unveiling the statues of His Majesty the King and H.R.H. the Prince of Wales. Long before the appointed time there was not a vacant seat on the stands surrounding Queen's Square, while the balconies, and even the roofs of Queen's and Prince's buildings, were black with spectators. The arrival of the Royal party was announced by the band of the Middlesex Regiment striking up "God save the King." Then Their Royal Highnesses and H.R.H. the Governor alighted from the Government House chairs and were met by Sir Paul Chater, who conducted them to the dais before the statue of His Majesty, the suite and the Hon. Mr. W. J. Gresson, Hon. Mr. W. Chalmers, Mr. T. F. Hough and Captain Armstrong, H.K.V.C., his Excellency's honorary A.D.C., following in the rear.

Sir PAUL CHATER said: Your Royal Highness—In 1897 Hongkong as well as all other parts of the British Empire celebrated the jubilee of your illustrious Mother, our beloved late Queen Victoria. It was then decided that one of the most fitting ways by which we could commemorate the event was by the erection by public subscription of a statue of Her Majesty to be placed in some suitable position. The Committee, "The Jubilee Committee," to ask Sir William Robinson, the Governor of the Colony at the time, to perform the ceremony of unveiling that statue which now stands in the centre of this square. On that occasion the idea occurred to me of endeavouring to further a memorial the square by statues of our reigning Sovereign, whom may God long preserve, our beloved Queen Alexandra and Their Royal Highnesses the Prince and Princess of Wales, The Statues of His Majesty the King and of His Royal Highness the Prince of Wales you are asked to unveil to-day. The statue of Her Majesty Queen Alexandra has been subscribed for by the community of the Colony as a fitting memorial of the Coronation of Their Majesties in 1902, and we hope shortly to see it erected in its place. I am happy to be now in a position to state that my friend and partner, Mr. H. N. Mody, has offered to present to this Colony the statue of Her Royal Highness the Princess of Wales, and the permission of His Majesty the King for its erection is being sought. When all these statues are erected, this Colony, the first acquisition of our late Queen's reign and the first to perpetuate her beloved name, will possess within its City of Victoria a square of which it may justly be proud. The site on which our new stand was in 1897 a part of the harbour, Your Royal Highness will readily recall to mind that in 1890 you laid the foundation stone of this reclamation which, now complete, has added so large an area to our island and provided us with so fitting a position wherein to place these memorials of our great Queen Victoria: the Good, of her son and grandson and of their consorts. It is, I feel, a very happy opportunity which enables the first of these statues, which have been erected, to be unveiled by your hand, marking as it does in a measure the culmination of that work which you initiated seventeen years ago. I will now ask Your Royal Highness to unveil the statue of His Majesty the King.

His Royal Highness then pulled the rope which loosened the covering enveloping the statue, and as this fell away thousands of eyes rested on the magnificent present which Sir Paul Chater has made to the Colony.

Mr. T. F. Hough called for three cheers for the King, to which the spectators responded with hearty good will.

His ROYAL HIGHNESS, in reply to Sir Paul, said:—I thank you for the great pleasure and honour you have done me in asking me to unveil what is to me the first statue of our Gracious Sovereign. The community of Hongkong owes you a deep debt of gratitude for having presented such a fine statue of His Majesty which is also to be followed by one of the Queen. In this fine square which you reared me was only a few years ago a part of the harbour, you will have one of the greatest ornaments that

any city could wish to have, and I congratulate Hongkong on the possession, not only of a fine statue of my beloved Mother, Queen Victoria, but also of one of my brother, the King. As I said in answering your very kind address, there is no one who takes a deeper interest in the future prosperity and steady advancement of this great and important port than His Majesty, and I am happy to think that you and H.R.H. the Governor have given me this opportunity of being a second time associated with your city, this time in unveiling a statue of His Majesty the King whom we, and those who follow after, will always look up to and always respect as one who has done his utmost to follow in the footsteps of our late beloved sovereign; and it will teach the rising generation to look up to the throne, has done his utmost to promote all that tends to advancement and prosperity of empire, and to the peace of the world.

His Royal Highness and party were then conducted to the dais before the statue of the Prince of Wales where the Hon. Mr. W. J. Gresson said: Your Royal Highness—On behalf of Mr. James Jardine Bell, Irving, who has left the Colony, I have the honour to ask you to unveil this statue of the Prince of Wales.

Again the Duke pulled the rope and the unveiling shroud fell, revealing another handsome statue.

Once more Mr. Hough called for three cheers which were accorded with right goodwill, the band following with the air "God bless the Prince of Wales."

His ROYAL HIGHNESS then replied to Mr. Gresson—I have much pleasure in unveiling this most excellent statue of my nephew, H. H. the Prince of Wales, heir to the throne.

H.E. THE GOVERNOR—I beg to thank your Royal Highness on behalf of the Colony.

COMPLIMENTARY VISITS.

The Royal party had dinner at Government House, after which the Duke proceeded to the King Alfred and paid a call on Admiral Moore, subsequently visiting the Japanese Admiral on board his flagship the *Takachika*.

ENTERTAINMENT AT THE ROYAL THEATRE. Apparently these calls were responsible for the delay in the arrival of the Duke and Duchess at the King Alfred Theatre where the local Chinese Committee had arranged a tea and entertainment which was not the least interesting part of the royal programme. The exterior of the building was adorned with typical Chinese floral emblems, but when inside there was a very striking change noticeable. The interior had been completely transformed. It certainly was a thing of beauty. Crimson cloth was freely employed in covering the gallery and the bare wood work, and festoons were suspended from the front of the gallery and stretched across from side to side, while floral baskets, hanging at intervals from the roof, formed a pretty feature of the general scheme of decoration. Above the letters, the stage was raised by a crown on either side. Facing the stage were large embroideries which won the first prize at the Canton Exhibition and which it was the intention of the Chinese Committee to present to the Royal visitors, together with silver tea bowls and a large carved ivory ball with 24 pieces inside. All along Queen's Road the Chinese were gathered in large numbers and it seemed as if almost the entire native population turned out to see the distinguished visitors. Undoubtedly there was no gaudiness in the fact that the Chinese were keenly interested in the proceedings of the day.

Not till close upon five o'clock did the Royal party arrive. They were received by the Hon. Dr. Ho Kai, the Hon. Mr. Wei Yak, Messrs. Lau Cha Pak, Fung Wa Chan, Ho Fook, Ho Kom Tong, Pua Yau Chun, U Hoi Chau, Shu Po Shan, with the Hon. Mr. Brewin, and conducted to their seats at a specially decorated table. The Duke and Duchess led the way, followed by the Princess and the Governor.

The guests were arranged six at a table, one place being occupied by one of the Chinese gentlemen acting as host. In addition to the chopsticks laid on the table there was a small fork which was doubtless appreciated by the many not initiated into the use of the Chinese articles. The menu was as under:

Menn.—Bird's Nests and Pigeons' Eggs in Syrup. 1—Mashed Bean Turnovers. 2—Walrus and Hawthorn Cakes. 3—Pea Cakes. Lotus Nuts in Syrup. 4—Herb Cakes. 5—Sesameum Seed and Apple dumplings. 6—Rose Puffs.

Almond Cream. 7—Ham Cakes. 8—Jam Sandwiches. 9—Nut Pudding. Tea (Water Fairy) 10—Mince Dumplings. 11—Crab Rissoles. 12—Shrimp Rolls. 13—Dried Lychees. 14—Dried Apricots. 15—Melon Seeds. 16—Almonds. 17—Preserved Tomatoes. 18—Preserved Kumquat. 19—Preserved Plums. 20—Preserved Ginger.

The Chinese theatricals were presented by a "number one" company. While much of the performance was unintelligible to the uninitiated, the programme was useful in giving an outline of the proceedings. The orchestra was divided from the stage by the usual screen which however did not hide the movements of the musicians which were almost as interesting as those of the actors. The costumes worn by the performers were very elaborate and costly and as a picturesque effect to the performance was indeed striking. The tumblers and acrobats were particularly good and provoked the applause of the audience. Appended is the programme:—

I—The Eight Genii congratulate the Queen of Heaven on her birthday.

II—A performance in dumb-show wishing the Royal and Distinguished Visitors advancement and happiness.

III—The gift of a son by the Seven Fairies.

IV—The King of Heaven celebrates his birthday.

The King of Heaven is represented on his Throne. The god of prosperity, the god of rank, the god of wealth, the god of pleasure, the queen of the Western Seas, the goddess of the idea, the god of longevity, the gods of wind and rain, together with other gods, are in attendance to offer their homage and felicitations.

V—Tumblers and Acrobats.

VI—A General pardon sentence of death on his son.

In the time of the Sung a famous general passed sentence of death upon his only son for marrying a lady who was chieftain of a band of outlaws. His two lieutenants pleaded unsuccessfully for his life. Just before the execution was to take place the aged mother of the general was sent for, but her intercession was also unavailing. Next an Imperial Prince, the brother of the reigning monarch begged the young man's life, but all in vain. In the nick of time the young chieftain herself appeared on the scene, and by the offer of a magic wand by which alone the death of the opposing general could be effected, and by a solemn promise to grant the aid of her gallant band in the coming campaign, she induced him to revoke the sentence of death.

Invitations were issued to H.R.H. The Duke of Connaught, H.R.H. The Duchess of Connaught, Princess Patricia, General Maxwell, Miss Pelly, and Captain Posenby, A.D.C.

H.E. Sir Matthew Nathan, K.C.M.G., Capt. H. C. Coleman, Mr. R. A. Posenby, Lieut. A. B. Ogilvie.

H.E. Vice-Admiral Sir Arthur Wm. Moore, K.C.B., K.C.V.O., C.M.G., and Capt. Charles H. Rowe, R.N.

H.E. Major General R. G. Broadwood, C.B., and Capt. E. H. Bonham, A.D.C.

Commodore and Mrs. H. P. Williams, and Mr. H. W. Woodward.

Hon. Dr. and Mrs. J. M. Atkinson, Colonel and Mrs. Aitken.

Dr. A. Van de Sande Bakhyzen, Mr. A. Van Bievel, Mr. and Mrs. G. Murray Bain, Sir Henry and Lady Berkeley and Misses Berkeley, Hon. Mr. and Mrs. A. W. Brewin, Lieut. Charles W. Beckwith, R.N., Mr. and Mrs. F. J. Badley, Mr. H. F. Butterworth, Mr. A. Havington, Mr. L. Barindogae, Mr. and Mrs. W. D. Braidwood, Mr. J. Barton, Mr. J. Boefje, Miss Blair, Mr. G. Balloch, Mr. F. E. L. Cowley, Mr. and Mrs. J. W. Bolles.

Major and Mrs. Chisholm, Hon. Mr. and Mrs. W. Chatham and Miss Chatham, Sir Paul Chater, C.M.G., Dr. and Mrs. F. W. Clark, Mr. and Mrs. W. A. Craiklaan, Mr. (4 de) Champagne, Mr. T. P. Cochrane, Mr. and Mrs. D. W. Craddock, Mr. and Mrs. A. Cunningham, Mr. and Mrs. A. S. D. Cousland, and Mr. J. McCubbin.

Lt. Col. Darling, R.E., Mr. W. Dauby, Mr. Mr. L. Engel and Mr. C. Ewan.

Mr. and Mrs. A. Forbes, Mr. E. Freyvogel, Mr. A. G. M. Fletcher, and Mr. G. Friedland.

Mr. J. E. Gresson, Mr. and Mrs. E. Gresson, Dr. and Mrs. G. G. G. Gordon, Hon. Mr. W. J. Gresson, Hon. Mr. H. H. J. Gompertz, and Mr. C. S. Gubby.

Mr. F. A. Hazeland, Mr. and Mrs. H. Humphreys, Mr. and Mrs. Misses Shelton Hooper, Mr. A. Haupt, Dr. and Mrs. G. H. M. Harston, Mr. T. Hauman, Mr. and Mrs. R. Hancock, Hon. Mr. and Mrs. E. Hewett, Mr. H. E. R. Hunter and Miss Hunter, Mr. T. F. Hough, Mr. and Mrs. J. S. Harston, Miss Hope, Mrs. Horaby, and Mr. and Mrs. P. Heit.

Mr. and Mrs. E. A. Irving.

Dr. and Mrs. G. P. Jordan, Mr. and Mrs. J. A. Jopp, and Mr. F. Jopp.

Lt. Col. and Mrs. Keat, Dr. and Mrs. W. V. M. Keck, Dr. and Mrs. F. Kruger, Mr. and Mrs. E. S. Kadorie, Mr. Ellis Kadorie, and Mrs. E. N. Kobayashi.

Mr. and Mrs. H. W. Looker, Mr. D. R. Law, Capt. and Mrs. Lyons, Mr. and Mrs. G. Liebert, Mr. C. R. Lennemann, Mr. and Mrs. L. N. Lee, Mr. and Mrs. E. Layton and Miss Layton, Mrs. J. H. Stewart-Lookhart, and Capt. and Mrs. Vaughan-Lee.

Miss Moorhead, Capt. and Mrs. Muller, Mr. and Mrs. A. S. Mithra, Mr. C. D. Molbourne, Mr. G. H. Medhurst, Mr. and Mrs. F. Maitland, Mr. and Mrs. A. P. Marty, Mr. and Mrs. G. C. Moxon, Mr. H. N. Mody, Hon. Mr. and Mrs. F. H. May, Dr. O. Marriot, and Dr. and Mrs. Moore.

Mr. and Mrs. D. M. Niasin, and Dr. J. W. Noble.

Hon. Mr. and Mrs. E. Osborne and Mr. and Mrs. E. Ormiston.

Hon. Mr. and Mrs. H. E. Pollock, Lt. Col. and Mrs. Price, Mr. W. R. M'D. Parr, Sir Francis and Lady Piggott, Mr. and Mrs. J. C. Peter, Mr. and Mrs. N. Post, and Mr. and Mrs. Posenby.

Mr. and Mrs. A. G. Remano, Mr. and Mrs. A. H. Remano, Mr. C. H. Rose, Mr. and Mrs. A. J. Rayn and, Mr. and Mrs. A. Rodger.

Mr. and Mrs. A. Fehelban, Mr. and Mrs. J. C. Schroeter, Mr. and Mrs. D. Setna, Dr. and Miss Sibree, Mr. J. R. N. Smith, Mr. and Mrs. R. Shewan, Mr. C. R. Scott, Mr. A. Setb, Mr. and Mrs. S. Silverstone, Mr. and Mrs. N. A. Siebs and Miss Siebs, Mr. and Mrs. W. J. Saunders, Mr. and Mrs. J. Gray Scott, Dr. and Mrs. Steadman, Mr. A. Brooke-Smith, Mr. and Mrs. R. Sutherland, and Mr. and Mrs. B. de Scantimay.

Mr. and Mrs. Tanaka, Mr. and Mrs. Takao Takamichi, Hon. Mr. A. M. Thomson, Mr. C. Thell, Dr. and Mrs. J. C. Thomson, Miss Helen Lloyd Thomas, Mr. and Mrs. H. E. Tomkins, and Mr. D. Tolson.

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Mrs. Young-Hoo.

The Royal party left the Theatre at 20 minutes to six.

THE MARCONI ADDRESS.

As on his previous visit the Freemasons of Colony wished to signalise the presence in their midst of such a distinguished member of the craft, and having secured the Duke's permission a meeting was called for yesterday at half past five at which an address was presented to him. His Royal Highness, who had been delayed by the causes already stated, did not arrive at St. George's Hall till almost six o'clock. By that time the members to the number of about 60 had assembled. The stair, way of the hall was beautified with pot plants, etc., while crimson cloth covered the steps. Masonic emblems picked out in electric lights were a feature of the interior of the hall, and two large gilt pillars supporting globes attracted some notice. A temporary platform had been erected, with a canopy surmounting, and here District Master, the Grand Master of the English District Lodge, the Grand Master of the English District Lodge, while Colonel Aitken acted as director of ceremonies. Sir Paul presented the address to the Most Worshipful Grand Master the Duke of Connaught, and in reply His Royal Highness spoke for about ten minutes. Mr. G. Lamont sang as a solo the anthem "Hail Masonry divine," and the special choir which had been trained by Mr. Grimble afterwards rendered the same piece. There was no masonic business transacted, the meeting being an open lodge, and the proceedings terminated in about an hour's time.

DINNER AT GOVERNMENT HOUSE.

In the evening a dinner was held at Government House, a guard of honour being furnished by the Middlesex Regiment. The gathering, though necessarily limited, was thoroughly representative.

THE RECEPTION.

The reception at Government House which was held after the dinner was attended by many hundreds of residents and numerous representatives of the Army and Navy. Chinese lanterns were hung in great profusion about the grounds and the soft lights reflecting on the glittering uniforms among the gathering crowds enhanced the picturesqueness of the scene. Their Royal Highnesses commenced to receive in the ball-room about half past ten. As the guests filed up the room their names were called and they then bowed to the Governor who stood on the dais with their Royal Highnesses and in succession shook hands first with Her Royal Highness the Duchess of Connaught, then with His Royal Highness the Duke, and finally with the Princesses, afterwards passing out the way they had come in. The reception occupied fully an hour.

THE PROGRAMME.

To-day His Royal Highness will inspect the troops of the Garrison, after which he will be entertained to dinner by the officers of the 29th Baluchis (Duke of Connaught's Own). In the evening the Royal party will be entertained to dinner by the Governor.

On Friday the Duke will inspect the Colony's defences, and in the evening the party will be entertained to dinner by H.E. the General Officer Commanding. At 10 p.m. they will leave for Canton in a special river steamer chartered for the occasion, their departure to be the occasion of a grand display of fireworks.

At Canton the party will be received by the Viceroy.

On Sunday the party will return to Hongkong and board the *Delta* on the homeward journey.

We set no store on good manners; more than this, we are much inclined to look upon them as a sign of want of moral fibre, an indication of insincerity they usually are.

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With Rashes—Little Girl would Scratch until They Bled—Unable to Rest—Spent Lots of Money on Doctors Without even Relief.

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"My little girl had rashes coming on hot at times like nettles rash, since she had vaccination on her arm. They would rise at times and she would do nothing but scratch them until they bled. She could not rest at night or day when they were on her. It was a pity to see her, I spent a lot with doctors and could not get rid of them, so one of the neighbours told me to try Cuticura. The rashes were all over her except the face. You know they were hard like a stone first, and then they would fill with water, and then turn into a great scab. She suffered with the ailment for three years and we used Cuticura Soap and Cuticura Ointment for six months, and they did clear it. We bathed her twice a day with Cuticura Soap, and then turned into a great scab for a while, but it did no good, and we left the doctor and used Cuticura, and to everybody, and what? Very much about themselves. Evan John Thomas, Penarth Terrace, Ystradgynbach, via Cardiff, Wales, Feb. 1, 1906."

COMPLETE TREATMENT

Complete external and internal treatment for every humor, consists of Cuticura Soap, to cleanse the skin, Ointment, to heal the skin, and Pills, to purify the blood. A single set is often sufficient to cure the most torturing, disfiguring, itching, burning, and scaly humors, eczemas, rashes, and irritations, from infancy to age, when all else fails.

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54-2

BRITISH SHIPBUILDING.

The *Shipping World* says:—"Once more we have to record an unprecedented quantity of tonnage launched in a single year. The output of British and Irish yards during 1906 amounted to 1,890,339 tons (Board of Trade standard of measurement), against 1,744,492 tons (Board of Trade measurement) launched in 1905, showing an increase upon our former greatest yearly output of 145,847 tons. These figures are not influenced by the tonnage produced at the dockyards. Comparing the relative output of the great building centres the North-East Coast is still forging ahead, and the figures for the last year for that district are 1,016,623 tons, against 921,454 tons in 1905. British builders continue to find buyers for new tonnage among foreign and Colonial shipowners. This business showed a large increase during 1906 over the preceding year, and there is a goodly number of orders on the North-East Coast. It should not be overlooked that some of our Continental competitors are sometimes able to beat us in price and get the order. But in the matter of quick delivery we can always win. Moreover, we must take the world as a whole and see how we fare. The world's output during the last two years was:

	1905.	1906.
United Kingdom	1,744,492 tons	1,890,339 tons
Korea	16,010 "	23,732 "
Foreign Countries	1,177,352 "	1,322,454 "
Foreign & Colonial	1,137,982 "	1,351,296 "

These figures show that we are still able to put substantially more tonnage into the water than all the world put together beyond these Islands. Of course, not all the vessels built in British yards are registered in our ports. We build for foreigners and our fellow-citizens of the Colonies also. But the quality and speed of the tonnage built for the home market are the best we produce, and therefore, in potential carrying power we not only maintain our position, but are gaining year after year."

LATEST STEAMER MOVEMENT.

The I.G.M. Australian line str. *Prinz Sigismund* left Manila on Tuesday, the 6th inst., at 5 p.m., and may be expected here on or about Friday, the 8th inst., at daylight.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Reading, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Captain A. E. Hodgkins, will be despatched for the above Ports on SATURDAY, the 9th inst., at 3 P.M.

For Freight or Passage, apply to **DOUGLAS, LAURENCE & Co.,** Agents, Hongkong, 6th February, 1907. 356

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

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Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, 11th inst., at 3 P.M.

For Freight or Passage, apply to **DAVID SASSOON & Co., Ltd.,** Agents, Hongkong, 6th February, 1907. 357

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th inst., will be impounded at Consignees' extra charges. Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such delivery being the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

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Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HAWETT, Superintendent.

Hongkong, 6th February, 1907. 1

SANITARY DEPARTMENT.

FREE VACCINATION is performed at the following Hospitals as follows, Sundays excepted:

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ALICE MEMORIAL HOSPITAL 10 a.m. to noon.

NETHERSOL HOSPITAL 10 a.m. to noon.

TUNG WAH HOSPITAL 10 a.m. to 4 p.m.

J. M. ATKINSON, Principal Civil Medical Officer.

Hongkong, 1st February, 1907. 339

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AUCTION

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURED with instructions, will sell by **PUBLIC AUCTION, TO-DAY (THURSDAY),** the 7th February, 1907, at 2.30 P.M., at his SALKS ROOM, No. 8, Queen's Rd. Central, **JAPANESE GOODS,** comprising—SATSUMA, CLOISONNE and LACQUERED WARE, SCREWS, EMBROIDERIES, FIGURES, WATER-COLOURS, &c.

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Hongkong, 6th February, 1907. 355

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Hongkong, 4th February, 1907. 340

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexander Buildings, Des Voeux Road, Central, on SATURDAY, 8th February, 1907, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 28th January, 1907. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 12th February, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 21st January, 1907. 252

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors, J. E. M. SMITH, Chief Manager. Hongkong, 29th January, 1907. 307

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. E. M. SMITH, Chief Manager. Hongkong, 29th January, 1907. 308

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 A.M. on MONDAY, 18th February, 1907, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February, 1907, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 2nd February, 1907. 332

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 1st February, 1907. 322

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906, With Index. Price \$7.50.

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,119.

AUTHORISED CAPITAL £3,000,000

SUBSCRIBED CAPITAL £2,750,000

PAID-UP CAPITAL £87,500 0 0

1. FIRE FUNDS £3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 11th July, 1906. 1349

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. 114

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (First and Marine Insurance Company.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.

LUTGENS, EINSMANN & Co., Agents. Hongkong, 1st January, 1907. 124

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

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Hongkong, 3rd October, 1906. 1841

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

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RESERVE FUND £10,000,000

SILVER RESERVE £10,250,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS.

A. HATZ

NAVAL PROMOTIONS.

The following promotions were announced by the Admiralty:

Vice-Admiral Albert Baldwin Jenkins to be Admiral in his Majesty's Fleet.

Rear-Admiral the Honourable Sir Hedworth Lambton, K.C.V.O., C.B., Extra Equerry to the King, to be Vice-Admiral in his Majesty's Fleet.

Captain Ernest Alfred Simms, A.D.C., to be Rear-Admiral in his Majesty's Fleet.

Rear-Admiral Charles James Norcock to be Vice-Admiral on the retired list.

(All to date January 1st, 1937.)

The following commanders have been promoted to the rank of Captain in his Majesty's Fleet:

Cunningham Robert de Clare Foot.

Algeron Walker Housage, M.V.O.

Frederick Charles Lushmouth.

Robert Edmund Ross Bonson.

Philip Howard Cole.

George Holmes Berrett.

Charles Ferdinand Henderson.

Brian Herbert Fairbairn Bartlelot.

Marion Rowley Hill.

Henry George Oles Sandeman.

Walter Henry Cowan, M.V.O., D.S.O.

Philip Wylie Dumas.

(To date December 31st, 1936.)

Spencer Allen Hickley.

Richard Webb.

George Robert Mennell, M.V.O.

(To date January 1st, 1937.)

The following lieutenants have been promoted to the rank of Commander in his Majesty's Fleet:

Francis Gerard St. George Brooker.

Hugh Barrington Le Fanu.

Ernest Foster Gregory.

Harry Hesketh Smyth.

John Foster Graves Dalton.

Osmond Harcourt Davies.

The Hon. Fitzwater George Probya Butler.

Marchant Hugh Penfold.

William Henry Dudley Boyle.

Frederic George Brine.

Herbert Norris Hunter.

James William Guy Lines.

Henry Cyril Eoyds Brooksbank.

John Maxwell Dalrymple Elphinstone.

Warren.

Alexander Lowndes.

Robert Algernon Newton.

Cyril Samuel Townsend.

Cecil Minet Staveley.

Edgar Robert Morant.

John Ernest Telford Harpree.

Henry Edgar Grace.

John Derwent Allen.

(To date December 31st, 1936.)

Alfred Astley Elliott.

Robert Gordon Douglas Dewar.

Alan Geoffrey Hotham.

Herbert Neville Gurnett.

Hubert Searle Canale.

EXPLOSION OF TIBET.

NATIVE OPPOSITION.

Dr. Frick Zugmayer, who recently concluded a notable expedition in Tibet, has arrived in Europe, having travelled via Kashmir and Bombay. The explorer is gratified with the result of his expedition, which was a great success, save in the one point of the attitude of the Tibetans, who stopped his further advance south. Dr. Zugmayer expresses his astonishment at the splendid system of news-carrying which he found in Tibet, even in parts of the country which were only populated by Nomads. He says:

"As soon as I came into contact with these people mounted messengers were despatched at full speed to the next Nomad chief or village, and as my caravan could not necessarily only advance very slowly, the Tibetan authorities had ample time to gather troops and prepare themselves for serious resistance in case I should try to force my way through. This, however, was quite out of the question, so I had to leave the country by the passes in the direction of Kashmir, which have already become a kind of 'emergency exit' for unlucky travellers. The Tibetans," adds the Austrian explorer, "were by no means rude, but they were very determined, and it took a great deal of persuasion in order to move them from their original request that I should simply retrace my way back to Turkistan."

Dr. Zugmayer wishes special reference to be made to the extraordinary country with which he was treated both by the British representatives in Ladakh and Kashmir, and by Mr. G. Macartney, the British agent at Kashgar. The explorer declares that he experienced so much politeness and real help from all the British authorities whom he met during his hazardous journey that it would appear ungrateful not to mention the fact.

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LADIES' AND GENTS' BOOTS AND SHOES.

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23, DES VOGES ROAD CENTRAL

HONGKONG, 19th January, 1937.

39

IF JAPAN ATTACKS HONGKONG.

Following the remark that some day soon one of the Powers will have to fight Japan (vide to-day's leader) "Herald" has the following references to hypothetical possibilities:

"Looking at the interests of Germany and France in those waters, their natural antipathy to each other in Europe, and the size of their fleets, it is hard to realise that either nation could venture on an enterprise which would have to consist of at least twenty 'capital' ships and their attendant cruisers, &c., to ensure even an equality on the scene of action. By no other means could a war be prosecuted between those nations, as the military forces of either side could not be brought into action until the command of the sea had been decided. Unless these two nations made a compact to abstain from an aggressive policy against each other in Europe during the course of the war, they could not afford, politically, to send such an armament on such a venture, and would have to let their Eastern possessions go, making the best terms possible under the circumstances. America is in rather a better position to wage such a war, as though her possessions in those seas would almost certainly go for the time being, she could concentrate a large force on her Western seaboard, which would place her in a favourable geographical position for prosecuting the enterprise. Such a war for America would be extremely hazardous and uncertain in its results, but it is hard to realise that she would not make a success of it. Her great wealth, geographical position, freedom from political complications with other great powers, genius and resources would almost certainly win in the end. Russia is the only nation that can bring both naval and military forces into action at the same time. Owing to her position in Europe she can afford to detach even the whole of her fleet and a very large military force without affecting the situation at home. To add to the above, her fleet has a large and heavily fortified port in the Far East to concentrate upon, the like of which is not held by any other European nation, and undoubtedly in another war with Russia the heaviest fighting on sea and land would take place for the possession of this base."

Coming to the question of the possibility of war between Britain and Japan, the position is as is a most complicated one, owing to the enormous trade interests we have in those seas, the geographical situation and extent of our possessions, and the feebleness of our forces on the spot both naval and military. To view this question as a whole, it is necessary to examine in detail the positions from which our forces can act, then the forces that can be brought to bear, and, lastly, the manner in which this can be done. In the China seas our only base which is in any way able to hold its own is Hongkong. Considerable money has been spent to place this position in a state of defence to enable it to cope with a purely raiding war, but in no way is it able to stand a stand against the determined attack of a large naval and military force such as compelled Port Arthur to surrender. To enable it to do this at least 300 guns of position and 40,000 men would be required, and the present garrison is certainly under 4,000 men and has a very few guns. As it is situated in a narrow country it can only be reinforced from seawards, and until our fleets had made themselves all-powerful in those waters this could not be done. Going further afield, we have Singapore, Sydney, and Esquimaux, which in a way surround the probable area of hostilities. Geographically, Singapore is in the same position as Hongkong, viz., surrounded by an alien country; but the distance to India is short and outside the probable limits of hostilities in the first stage, it can be rapidly reinforced by a field army, making the capture of the place a much more difficult feat than that of Hongkong. Both Sydney and Esquimaux are situated in our territories, and being rich in men and resources, they could rapidly be placed in such a state of defence that no ordinary overseas expedition could contemplate their capture and retention except by the employment of enormous masses of men and material."

As already pointed out, our naval forces in the East have been reduced to cruiser squadrons of no fighting value as opposed to battleships, and they would have to wait until a purely defensive war until the battle squadrons arrived on the scene. This would mean the total abandonment of the seas between Singapore, Sydney, and Esquimaux, and would be immediately followed by the surrender of Hongkong, Weihaiwei, and probably Fiji and other possessions in the Pacific. Now, the immediate abandonment of such an outpost of the Empire as Hongkong could not be looked upon except with consternation, but this would certainly be sound strategy taking into consideration the strength of our fleet in those waters, the capabilities for defence of the place, the time that would elapse in which it would be possible for a battle squadron to arrive, and the concentration and strength of the enemy on the spot. Hongkong, though valuable as a base against any other nation in the world, is at present in an utterly inadequate state to hold out for even a short period after the naval abandonment of the China Seas, as the few cruisers we have at present in those waters would have to give way to the smallest fleet of battleships. The nearest defensive line that our fleet could take up would be from Singapore to Sydney and Esquimaux, and there try to await reinforcements from home."

The question now left to be considered is: How could our naval forces be so increased in size on the outbreak of war, as to enable an offensive position to be taken up? There is only one answer to this question, and that is by the despatch of a fleet of 'capital' ships from European waters. This force would at least require a twenty-five per cent margin of strength over the forces of the enemy, not only to ensure success, but to hold what had been gained once the command of the sea had been secured. In addition, large military forces would have to be moved at the three points—Singapore, Sydney, and Esquimaux, with the necessary transport to enable the outlying stations of the enemy to be occupied. Judging by things as they are at present, and what they are likely to be in a few years' time, 25 battleships, 25 armed cruisers, 30 destroyers, and 50 torpedo-boat destroyers would be the least number required, and a military force of at least 30,000 men at each of the above-named points, with the necessary transport, colliers, &c."

The question remains: Why should we abandon our interests as we have done in the Far East to the aid of a moment or the goodwill of a rival nation? One thing is certain, if the diplomatic relations between Great Britain and Japan become strained, when the present treaty comes to a conclusion, over any question that may crop up, as they have a way of doing when least expected, she would make any increase of our forces in these seas an immediate excuse, as the Boers did, to declare war, and so secure the advantage of the first blow, as she did in the late war. Only by the constant employment of an adequate force of 'capital' ships in those seas can our interests be secured against all comers."

The remedy from a strategic point of view is to immediately replace our three Eastern cruiser squadrons by one fleet of 'capital' ships, cruisers, and torpedo-boat destroyers, free to move from Bombay to Sydney and Esquimaux, so that in the East the great interests of the Empire will be adequately protected and secured from the menace of the dominant naval power on the spot. The withdrawal of our 'capital' ships from the East was a bad move from a strategic point, and if we are logical in this move why not abandon the late withdrawal of our overseas fleets to the withdrawal of the legions of ancient Rome to guard the heart of the Empire."

NAVAL GUNNERY.

THE QUICK-FIRING TESTS.

SATISFACTORY PROGRESS.

In close succession to the issue of the results of the gunlayers' test with heavy guns, for 1906, the Admiralty now make known the result of the test of gunlayers with light quick-firing guns. His Majesty's Fleet in 1906, and the dominant naval power on the spot. The withdrawal of our 'capital' ships from the East was a bad move from a strategic point, and if we are logical in this move why not abandon the late withdrawal of our overseas fleets to the withdrawal of the legions of ancient Rome to guard the heart of the Empire."

With each return an abstract of the firing for 1905 and 1906 is given, the following tabular statement being that which is prefixed to the result of the test of the gunlayers with light quick-firing guns in His Majesty's Fleet, 1906—

Number of ships that fired	Hits
ships	1,118
hits	2,226
misses	3,381
Percentage of hits to rounds fired	21.63
Hits per gun per minute	2.12
12-pounders	3,417
6 and 8 pounders (except Vickers)	1,97
3-pounders, Vickers	8,144

It will be seen from the above table that the percentage of hits to rounds fired is more than six times as much again what it was in 1905, and that the rate of hitting has also improved considerably.

A second table gives, in order of merit, the particulars of the fleets or squadrons taking part in the firing, with the results obtained in the case of 12-pounder guns—

Fleet	No. of ships	Hits
Atlantic	8	4,668
Second Cruiser	4	4,215
Third Cruiser	3	4,107
China	4	4,055
Mediterranean	9	3,569
Australia	3	3,016
First Cruiser	3	2,891
Channel	2	2,661
East Indies	1	2,503
Total	55	3,417

The best shots in the ships were in the Atlantic Fleet, P. Rolle, private, R.M.L.I., of the "Hindustan," and A. Bastable, petty officer, of the "Majestic," who each made 10 hits in the Second Cruiser Squadron, Lance-Sergeant J. Vince, R.M.L.I., of the "Berwick," 10 hits in the Third Cruiser Squadron, petty officer F. Hewitt, of the "Leviathan," W. Brown, A.B., of the "Lancaster," and H. Cromer, A.B., of the "Suffolk," each 7 hits. China: G. Lovatt, A.B., of the "Diadem," 8 hits. Mediterranean: Lance-Corporal W. Mann, R.M.L.I., of the "Bulwark," 10 hits. Australia: W. Princecox, acting bombardier, R.M.A., 6 hits. First Cruiser Squadron: Petty officer P. Fyfe, of the "Good Hope," 5 hits. Channel: E. Mitchell, A.B., of the "Bermouth," 10 hits. East Indies: A. Myatt, L.S., of the "Hermes," 5 hits.

The tabular statement supplied with the result of battle practice from the torpedo-boat destroyers, 19 6, is as follows—

Number of ships that fired	Hits
Number of guns	57
Number of hits	342
Number of misses	633
Percentage of hits to rounds fired	20.92
Hits per gun per minute	1.54
12-pr.	1.54
6-pr.	1.98

The guns used in this practice are 12 pounders and 6-pounders, and although rather fewer destroyers were engaged than the number of guns fired was, the number of hits nearly doubled, and the percentage of hits to rounds fired increased by rather more than one-half.

The table, which gives the results in the order of merit, shows that the first place was awarded the Mediterranean fleet, with 12 ships, 72 guns firing, 70,173 points per gun, the "Dorsetshire" being the first ship in the fleet, with a score of 102,43; second, the China fleet, with 6 ships, 36 guns firing, 32,351 points per gun, and the "Janus," the best ship, with a score of 67,01; third, the Channel fleet, 34 ships, 24 guns, 22,614 points per gun, and the "Swale," the best ship, with a score of 55,29.

THE BRIDGE MANIA.

One of the greatest objections to playing bridge is that you meet more dogmatic theorists in a month's games than you strike in years of an otherwise happy existence. I have played bridge, and in the old days whilst, and in the sad time of bachelorhood poker, but never, never, till I took up this unhappy habit of solo, dummy, scart, etc., did I realise there were so many men in this world who were right, where others were wrong. One did not complain about criticism if one forgot to count the thirteenth and lost that trick when trumps were out in whist, or overlooked the signal, one stood with equanimity the caustic remarks of one's partner, but when Jones tells you that if you had played the heart convention he would have done another trick, and seems to think you have done him an irreparable injury, it "masks the monkey to sit up" as an American friend once observed in my hearing. It is the fate of most men to meet those terrors of the card room who sit down, look across at one with a baleful eye, and say "I play the heart convention, lead from strength, and discard from weakness partner" as much as to say "if you don't do the same you're a more pitiful fool than I took you to be."

To answer you never play in a more destructive way as it is so well known by the other side, that you adopt the Canadian discard, except when diamonds are declared, when you use the circular discard, that you always lead from length except when headed by a tenace, is sometimes effective, and has the merit of leaving every body, yourself included, in a perfect state of ecstasy concerning what you do play. The man who never declares on hearts unless he has seven, is as great a nuisance as he who fails to go no trumps as a regular rule when left, unless he has two aces and three kings guarded. There are those who claim you may state your policy at any stage of the game. Of such is the stuff of which is made a sporting paper—having been annoyed at the insistence on this principle by an opponent

earlier, bided his time till the other side had gone off trumps, and he had right with a force major and then promptly doubled and removed. "I never lead the two unless I have ace, king, queen and five others" and putting down the two saw his partner's knave make and the lead returned and scooped game and rubber. It is a wonder to the ordinary man on what grounds the theorist bases his malevolent assertions. There are men who regard others as miserable players if they do not play the heart-convention or do not adopt the English discard. They regard these as discards and conventions which have just as striking effects as these, where the player of ours would be looked on as a hopeless idiot. In fact where these fads in human shape make their mistake is in imagining that rules make the play, it is the dear old controversy of book learning against natural intelligence. "I have seen men who know what is out, who have guessed nearer than the others where the rest lie, who can bluff with success, who best uses his partner's hand as he finds out what it contains, who in short is more intelligently alive to the play as apart from convention, is the better player, and it will often be found that the best player is worst versed in conventions."—Mayo in Singapore Free Press.

CROWN AGENTS.

THE OTHER SIDE.

Each of the self-governing Colonies, with the exception of Newfoundland, has its Agent-General in London, who transacts every variety of public business. Up to 1830, or thereabouts, the Crown Colonies had each their Agent also, but for individual agencies was gradually substituted a large public department whose affairs have been much discussed lately. The office of the Crown Agents for the Colonies, though under the Colonial Office, is quite distinct from nothing, and its affairs therefore do not come before Parliament. Its cost is defrayed from the necessary expenditure being known, and a fair idea existing of the aggregate quantity of business done every year under various heads, a scale of charges for the business has been prepared by the Colonial Office, so much for raising loans, so much for large orders, so much for small; and much work is done without remuneration. From the fund thus raised the officials are paid fixed salaries. The business done is enormous, as apart from loans, purchases amount in value to millions yearly, and range from ships to regiments, libraries, from railways to musical instruments. With equal ease the Crown Agents furnish a treatise on the probability of a West African railway meeting Rhodes's Cape to Cairo line and discuss the propriety of adding an euphonium to a police band. They advise on questions pertaining to the money market, the creation of a harbour, or the establishment of a hospital, they select professional men, mechanics, nurses, &c., and they do a hundred other things which it would be tedious to specify. Of course, a very large staff is employed, and the technical advisers are numerous, and in the front rank of their respective professions. It is a great organisation, including wide powers of course, and from time to time it is subjected to a severe criticism. Probably some of this is justified. The Crown Agents have the faults with which all public departments are charged; they move slowly, and are disposed to be autocratic, claiming to know better what a Government wants than does the Government itself. There is a suspicion, too, that unless firms bow to their decisions, with a certain humility they will disappear from the list of persons asked to tender. It has often been alleged that there is much corruption in connection with the department, but though one cannot say what may occur between contractors and inspectors, the Agents themselves are men of high official position who have no temptation to depart from the straight course. The chief sources of dissatisfaction are obvious. Manufacturers who are not on the favoured list feel a grievance, and in the Colonies officials deprived of patronage, and traders naturally anxious to have a slice of the Government business, resent the existence of the Crown Agents system.

That system has, however, successfully withstood all attacks. It is clear that except in large communities, and in certain lines of business public demands can be best supplied from England. Local officials cannot be so intimate with the markets as are people in England whose business it is to be acquainted with them. In small communities, too, there would be some danger from the inevitable close relations existing between officials and merchants. Then, in the vast majority of cases even the local merchants themselves depend to a great extent on English agents, than whom the Crown Agents can buy more advantageously, owing to the magnitude of their business. This last consideration also applies to the Agent in England of a single Colony, with comparatively small transactions. The question of security is also one of importance. If a big commercial house of high standing were employed by a Colony the same faults would be discovered which are now alleged against the Crown Agents; while if the Agent were a smaller firm or an individual as used to be the case he must be more expensive and some unbusinesslike mistakes always be felt over the large sums passing through his hands, practically without check. No arrangement for exacting a bond would quite meet this danger. Then a difficulty would exist respecting such work as raising loans, which is now done most economically. Of the three methods for doing Colonial business, (1) the present system, (2) through an Agent in England for each Colony and (3) purchasing locally the first appears to be on the whole the safest and most advantageous.—Singapore Gazette.

The first Essential

for the preservation of the Teeth is to keep them clean by constant attention at least every morning and evening.

An Antiseptic.

Cleansing with this well known dentifrice tends still further to secure the preservation of the teeth and hygiene of the mouth.

Calvert's Tooth Powder

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so easily, so pleasantly, and so thoroughly. That is why it is in such constant demand all over the world.

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APOLLO STEEL
PILLS

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THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905. 1674

FOR EUROPE & AMERICA,
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For Nervous
Exhaustion

CHAPOTEAU'S
Phosphoglycerate
OF LIME

The modern restoration of the nervous system. For invalids, professors, and men, teachers, students, etc., in debility, sexual weakness, dyspepsia of nervous origin, and neurasthenia. It is readily assimilated and promotes digestion.

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PREMIUM BOND DEALERS. 139

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PLASMON
The Food for Old and Young.
(Also Plasmon Cocoa, Oats, Biscuits, &c.)

Energy & Endurance

are essentials to the Worker and the Student. If you would possess these qualities, drink

van Houten's Cocoa

It supplies stamina and vigour, is a healthy stimulant and a most delicious beverage.

A Cocoa you can Enjoy.

SHIPPING.

ARRIVALS.
CATHELINE AUCAR, British str., 1,730, W. D. A. Thomas, 5th Feb.—Singapore 30th Jan, General.—David Sassoon & Co.
CHOYHANG, British str., 1,424, A. E. Sandbach, 6th Feb.—Shanghai 2nd Feb. and Swatow 5th, General.—Jardine, Matheson & Co.
DELHI, British str., 4,733, J. D. Andrews, R.M.S., 6th Feb.—Bombay 22nd Jan. and Singapore 1st Feb., Mails and General.—P. & O. S. N. Co.
HONGKONG, French steamer, 742, E. Corail, 6th Feb.—Haiphong 1st Feb. and Hoihow 5th, General, (Rice, Figs and Sugar)—A. R. Morty.
JOHNNIE MARU, Japanese str., 709, H. S. Smith, 6th Feb.—Tamsui, Amoy and Swatow 5th Feb., General.—Osaka Shosen Kaisha.
KANU MARU, Japanese str., 1,041, K. Hasegawa, 5th Feb.—Saigon 31st January, Rice and Figs.—Fukunishi Co.
PERCHADUR, German str., 1,373, C. Gosewisch, 5th Feb.—Bamberg 23rd Jan., Rice and Timber.—Melchers & Co.
RAJAH, German str., 1,189, O. Koch, 6th Feb.—Bangkok 28th Jan., Rice and Timber.—North German Lloyd.
SILENA, German str., 4,314, Bahl, 6th Feb.—Shanghai 3rd Feb., General.—Hamburg-Amerika Linie.
SOGU MARU, Japanese str., 1,119, T. Suruga, 6th Feb.—Shanghai, Kocchoo, Amoy and Swatow 5th February, General.—Osaka Shosen Kaisha.
TAMUO, British str., 913, G. Bright, 6th Feb.—Amoy 5th Feb.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 Feb. 5th.
LADON, French str., for Hoihow.
JELLO, German str., for Shanghai.
LOCK EEN, German str., for Hongkong.

DEPARTURES.

Feb. 5th.
LOWTHER CASTLE, British str., for Shanghai.
 Feb. 6th.
AMIGO, German str., for Hoihow.
CHOWA, German str., for Swatow.
FUKUSHI MARU, Japanese str., for Swatow.
HAIN, British str., for Coast Ports.
HAKUNAKO, British str., for Swatow.
MCNOSHIRE, British str., for Shanghai.
WAKARA MARU, Japanese str., for London.

SHIPPING REPORT.

The British str. *Tacton* reports: Light to moderate N.E. wind and sea, clear weather.

VESSELS PASSED ANKER.

Jan. 16, German str. *Strehor*, Madras, Oct. 25, from Hamburg for B-tavia.
 Jan. 18, British str. *Bellerophon*, Jan. 18, from Batavia for Liverpool.
 Jan. 19, Nov. str. *Catherine*, Christopherson, from Delagoa Bay for Anjer.
 Jan. 20, British str. *Islander*, Wright, Jan. 18, from Singapore for Christmas Island.
 Jan. 20, British str. *Opack*, Barber, Jan. 20, from Batavia for T-jilatjap.
 Jan. 2, Dutch str. *Ision*, Hazeland, Dec. 16, from Liverpool for Batavia.

VESSELS IN LOOK.

Feb. 6th.
ABERDEEN DOCKS.—*Sorsogon*, *Monteagle*, *Troade*, *Z. Y. de Aldece*, *Prinz Waldemar*, *Kwongchow*, *Empress of India*, *Levin*, *Yingking*, *Emmer de Louan*, *Yangmo*, *Lekin*, *Unghale*, *Rubi*, *Baphi*.
COMMERCIAL DOCKS.—*Peng Fei*, *Haitan*.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)
TRIMPOSE, sailing from HONGKONG FOR NEW YORK.
 1907
 About 8th Feb.
"MUNCASTER CASTLE", 12th Mar.
"LOWTHER CASTLE", 21st Mar.
 * This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.
 For Freight and further information, apply to **DODWELL & CO., LTD.**
 Agents.
 Hongkong, 29th January, 1907. 787

NAVIGAZIONE GENERALE

(Etorio and Rubattino United Companies.)

SIFAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MYRINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLOA.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"
 Captain Belsito, will be despatched as above on MONDAY, the 11th Feb., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to **CARLOWITZ & CO.,**
 Agents.
 Hongkong, 31st January, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"AUSTRIA"
 Captain Bilsdorff, will be despatched as above on or about SATURDAY, the 2nd March, P.M.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to **SANDER, WIRLER & CO.,**
 Agents.
 Prince's Buildings.
 Hongkong, 1st February, 1907. 8

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 10th inst.
LONDON & ANTWERP.	GLAMORGANSHIRE	Brit. str.	—	Shewan, Tomes & Co.	Shewan, Tomes & Co.	About 20th inst.
MARSEILLES, &c. via PORTS OF CALL.	TOURANE	Brit. str.	—	Lancelin	Messageries Maritimes	On 18th inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	SIATONIA	Ger. str.	k.w.	Wunnenberg	HAMBURG-AMERIKA LINIE	On 13th Mar.
HAMBURG via PORTS OF CALL.	GNEISENAU	Ger. str.	k.w.	G. Bells	MELCHERS & CO.	On 13th inst., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	SAMBA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 10th inst.
MARSEILLES, HAVRE, CHAGEN & BALTIC PORTS	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 22nd inst.
NAPLES, LISBON, HAVRE & HAMBURG	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KINA	Dan. str.	—	Bahl	MELCHERS & CO.	About 17th inst.
TRIESTE, &c. via SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 10th inst.
NEW YORK via SHANGHAI JAPAN &c.	SCANDIA	Ger. str.	k.w.	Filer	HAMBURG-AMERIKA LINIE	On 20th Mar.
VANCOUVER via SHANGHAI JAPAN &c.	HABSBURG	Ger. str.	k.w.	Blasfor	SANDER, WIRLER & CO.	About 5th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	AUSTRIA	Aut. str.	—	—	DODWELL & CO., LTD.	On 14th inst., at 4 P.M.
SOUTH AMERICAN PORTS via JAPAN	SIRH	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
SAN FRANCISCO via PORTS	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 26th inst.
AUSTRALIAN PORTS via MANILA	ATHENIAN	Brit. str.	1 m.	—	—	—
AUSTRALIAN PORTS via TOTT DARWIN	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 14th inst., at 4 P.M.
YOKOHAMA & KOBE	KASATO MARU	Jap. str.	—	W. C. T. S. Filer	TOYO KISEN KAISHA	On 25th inst.
YOKOHAMA & KOBE	DAKOTAH	Brit. str.	—	—	Shewan, Tomes & Co.	About 25th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1 m.	E. Dawson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—	Woltemar	MELCHERS & CO.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	TRAFALGAR	Dan. str.	—	MaArthur	MELCHERS & CO.	About 10th inst.
YOKOHAMA & KOBE	TRINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	DEHNI	Brit. str.	—	J. D. Andrews, R.M.S.	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA & KOBE	SOGU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	CHOYSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO.	On 9th inst., at 4 P.M.
YOKOHAMA & KOBE	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA & KOBE	YCHOOW	Ger. str.	—	J. H. Brown	MELCHERS & CO.	On 13th inst.
YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
YOKOHAMA & KOBE	JOHNNIE MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 10th inst., Daylight.
YOKOHAMA & KOBE	TAMUO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	HAICING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIX & CO.	On 9th inst., at 3 P.M.
YOKOHAMA & KOBE	LOONOSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	To-morrow, at 1 P.M.
YOKOHAMA & KOBE	RUBI	Brit. str.	—	E. Almond	Shewan, Tomes & Co.	On 9th inst., at 5 P.M.
YOKOHAMA & KOBE	TAIYING	Brit. str.	1 m.	A. W. Oakesbridge	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	KALPOO	Brit. str.	1 m.	R. Rodger	Shewan, Tomes & Co.	On 16th inst., at Noon.
YOKOHAMA & KOBE	NAMSANG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	CATHERINE AUCAR	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	CAPRI	Ital. str.	—	W. D. A. Thomas	DAVID SASSOON & CO., LTD.	On 11th inst., at 3 P.M.
YOKOHAMA & KOBE	TILLWONG	Dut. str.	—	Belsito	CARLOWITZ & CO.	On 11th inst., at Noon.
YOKOHAMA & KOBE	—	—	—	Jurriano	JAVA-CHINA-JAPAN LINE	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th Feb., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Feb., Noon.

For Freight or Passage apply to **SHEWAN, TOMES & CO.,**
 GENERAL MANAGERS.
 Hongkong, 4th February, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th Feb., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Feb., Noon.

For freight and further information apply to **SHEWAN TOMES & CO.,**
 GENERAL AGENTS.
 Hongkong, 13th November, 1906. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
*SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 8th Feb., 3 P.M.
*MANILA	"LOONGSANG"	Friday, 8th Feb., 4 P.M.
*SHANGHAI	"CHOYSANG"	Saturday, 9th Feb., 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantao) and Yungtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**
 GENERAL MANAGERS.
 Hongkong, 6th February, 1907. 18

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"TBANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPEH- HAGEN and BALTIC PORTS	"KINA"	About 17th Feb.

For Further Particulars, apply to **MELCHERS & CO.,**
 AGENTS.
 Hongkong, 16th January, 1907. 9

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "HREMANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidsip and fitted with fans. Laundry on Board. Doctor and Stewardsesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE, YOKOHAMA. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

SCANDIA	10th February	*SILESIA	10th February
HABSBURG	3rd March	*SCANDIA	22nd March
RHENANIA	2nd April	HABSBURG	5th April
HOHENSTAUFEN	30th April	RHENANIA	17th May
SILESIA	31st May	HOHENSTAUFEN	29th May
SCANDIA	30th June		

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SCANDIA	FOR SHANGHAI, KOBE & YOKOHAMA	10th February
BRASILIA	FOR SHANGHAI, KOBE & YOKOHAMA	24th February
LIBERIA	FOR SHANGHAI, KOBE & YOKOHAMA	28th February
HABSBURG	FOR SHANGHAI, KOBE & YOKOHAMA	3rd March

NEXT SAILINGS HOMEWARD.

via STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THAMES, GENOA, PLYMOUTH, LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

*SILESIA	NAPLES, LISBON, HAVRE & HAMBURG	10th February
SAMBIA	FOR HAMBURG VIA PORTS	10th February
SAXONIA	FOR HAVRE & HAMBURG	22nd February
*SCANDIA	FOR MARSEILLES, HAVRE & HAMBURG	13th March
BRASILIA	NAPLES, LISBON, HAVRE & HAMBURG	20th March
*HABSBURG	FOR HAVRE & HAMBURG	24th March
	NAPLES, PLYMOUTH, HAVRE & HAMBURG	5th April

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 6th January, 1907. 7

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
 Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay on SUNDAY, the 10th February, taking passengers and cargo for the above ports in connection with the Company's s.s. "KONGOLIA," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 22nd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **E. A. HEWITT,**
 Superintendent.
 Hongkong, 25th January, 1907. 1

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"TOURANE,"
 Captain Lancelin, will be despatched for MARSEILLES, on TUESDAY, the 19th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIAN" ... 5th Mar.

S.S. "TONKIN" ... 10th Mar.

S.S. "ERNEST SIMONS" ... 2nd April.

S.S. "POLYNESIE" ... 15th April.

S.S. "YARRA" ... 30th April.

S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX,
 Agent.
 Hongkong, 6th February, 1907. 2

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	On 10th Feb. 7th	Freight and Passage.
	Capt. J. D. Andrews, R.N.R.	February	

LONDON, &c., via usual ports DELHI On 10th Feb. See Special of Call Capt. C. L. Daniel February Advertisement.

For further Particulars, apply to F. A. HEWETT, Superintendent.

Hongkong, 6th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 7th Feb. 4 P.M.
AMOI, NINGPO & SHANGHAI	"TAMSUI"	On 8th Feb. 4 P.M.
SHANGHAI	"YCHOOW"	On 11th Feb. 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th Feb. 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 12th Feb. 4 P.M.
MANILA	"TAMING"	On 12th Feb. 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th February, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. ORTA	SUNDAY, 10th Feb. at DAYLIGHT.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"SOSHU MARU" Capt. T. SUGIWA	FRIDAY, 8th Feb. at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ABIMA, Manager.

Hongkong, 5th February, 1907.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON
SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£55 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
BAVERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHURST	WEDNESDAY 3rd July
ROON	WEDNESDAY 17th July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship "GNEISENAU," Captain G. Bolla, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port at noon, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR return

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG return

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR return

VIA BREMEN OR SOUTHAMPTON return

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

Town via India:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INVESTIGATION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 25th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class

To MANILA ... \$50.— \$30.— \$20.— return \$80.— \$50.—

To NEW GUINEA ... \$28.— \$18.— \$14.— return \$46.— \$27.15

To BRISBANE ... \$28.— \$18.— \$14.— return \$46.— \$27.15

To SYDNEY ... \$28.— \$18.— \$14.— return \$46.— \$27.15

To MELBOURNE ... \$28.— \$18.— \$14.— return \$46.— \$27.15

To YOKOHAMA ... \$80.00 \$50.00 \$40.00 return \$120.00 \$75.00

To KOBE ... \$85.00 \$55.00 \$45.00 return \$130.00 \$80.00

To YOKOHAMA and back from KOBE to HONGKONG ... \$140.00 \$90.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.

To EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.

From Australia to New York via Vancouver by the O.P.R. Co's steamer, or via San Francisco by the O. & S.S. Co's steamer, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 13th Feb.

KOBE & YOKOHAMA "PRINZ LUDWIG" ... Wednesday, 27th Feb.

SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ... Wednesday, 27th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the O.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton ... 262. 0. 0.

To Bremen ... 63. 10. 0.

To Paris via Cherbourg ... 65. 0. 0.

To Naples, Genoa via Gibraltar ... 65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO., AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN" 3,882	...	WEDNESDAY, 20th Feb.	16th Mar.
"MONTEAGLE" 6,163	...	WEDNESDAY, 27th Feb.	2nd Mar.
"EMPERESS OF JAPAN" 6,000	...	WEDNESDAY, 14th Mar.	1st April
"TARTAR" 4,425	...	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA" 5,000	...	THURSDAY, 11th April	20th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN N.B. with the Co.'s NEW PALATIAN "EMPERESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence 290; via New York 262.

Intermediate on Steamers ... £40. ... £42.

and 1st Class Railways ... "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pender Street and Praya opposite Blake Pier.

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SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITTE, London, E.C.

Coaling Agents—HALL, BLUTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMELIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.

Passes Water and Ice, Ship's Stores and Provisions at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LINE, YOKO BUILDINGS.

Hongkong, 1st December, 1906.

1200

Cutler, Palmer & Co.'s SPECIAL BLEND WHISKY.

SHIPPERS
CUTLER, PALMER & Co., LONDON.

AGENTS
SIEMSEN & CO., HONGKONG.

SHIPPING IN PORT.

WEAVERS.

AMATA, British str. 1,551. F. J. Maitland, 1st

February—Saigon 27th Jan. Rice—Jar-

dius, Matheson & Co.

AMIGO, German str. 821, Baltzen, 4th Feb.

Pakhoi 31st Jan. and Hoibow 2nd Feb.

Pigs and General.—Jensen & Co.

CHRONOS, British str. 1,256 S. J. Payne,

3rd Feb.—Saigon 25th January, Rice—

Jardine, Matheson & Co.

CHOWPA, German str. 1,055. P. Hermeling,

28th Jan.—Bangkok 18th Jan. and Swire

27th Jan. Wood, &c.—Butterfield & Swire.

DEUFAR, Norwegian str. 1,112. J. Bing, 1st

February—Bangkok 23rd Jan.—Nippon

Yusen Kaisha.

EMPERESS OF INDIA, British str. 3,032. E.

Bootham, R.N.R., 14th Jan.—Vancouver

(B.C.) 25th December, Mails and General.

C. P. R. Co.

FRI, Norwegian str. 860, C. Wagle, 4th Feb.

—Sourabaya 21st Jan., Rangoon—Angard,

Thoresen & Co.

FELTHOF, Norwegian str. 89, H. A. Harald-

sen, 19th Jan.—Touane 15th Jan., Coal.

—Angard, Thoresen & Co.

FURUKAWA MARU, Japanese str. 1,090, T. Ito,

2nd Feb.—Amoy and Swatow 1st Feb.

General.—Osaka Shosen Kaisha.

GERMANIA, German str. 1,714, H. Lorenzen,

27th Jan.—Sourabaya 15th Jan., General.

—Jensen & Co.

HAINUN, British str. 636, A. J. Robson, 5th

Feb.—Swatow 4th Feb., General.—Douglas

Lapraik & Co.

HATAI, British str. 1,185, J. S. Leach, 3rd

February—Swatow 2nd Feb., General.—

Douglas Lapraik & Co.

HANGSANG, British str. 1,356, Spencer Wilde,

31st Jan.—Shanghai 27th Jan., General.—

Jardine, Matheson & Co.

HEIM, Norwegian str. 758, Erickson, 4th Feb.

—Bangkok 25th Jan., Rangoon—Chinese.

HOLETEIN, German str. 1,103, A. Neijahr, 18th

Jan.—Honolulu 9th and Hoibow 16th Jan.,

Salt and Pigs.—Jensen & Co.

HUTCHOW, British str. 1,252, A. Forsyth, 2nd

February—Cebu and Iloilo 25th January,

Sugar.—Butterfield & Swire.

ITHAKA, Guyana str. 2,289, A. Enigh, 31st

January—Saigon 28th January, Rice and

Paddy.—Siemsen & Co.

